Indira Gandhi National Old Age Pension Scheme provides for old age pension to all citizens above the age of 65 years and living below the poverty line.

National Rural Employment Guarantee Scheme ensures livelihood security to the households in rural areas by providing a guarantee of wage employment for at least 100 days in a financial year to every rural household whose members volunteer to do unskilled manual work.

Review of Contract Labour Act

532. SHRI T.T.V. DHINAKARAN: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether Government propose to review the Contract Labour Act;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI HARISH RAWAT): (a) to (c) A Task Force has been constituted on the recommendation of the 42nd Session of the Indian Labour Conference to revisit the provisions of the Contract Labour (Regulation & Abolition) Act, 1970. The first meeting of the Task Force has been scheduled for 17th July, 2009.

Formula to divide the width of road as per traffic

533. SHRI RAJIV PRATAP RUDY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government is considering a formula to divide the width of road as per requirement of traffic;

(b) if so, whether Government has plans to rationalize the sanctioned projects of NHs based on the new formula;

(c) if so, the details thereof; and

(d) whether such a decision with adversely affect the road network enhancement?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N SINGH): (a) to (d) The capacity of the road for different lane width is already prescribed in terms of passenger car units (PCUs). Capacity augmentations of existing road by way of providing four lane / six lane are done based on the norms so prescribed. As per the norms, a 2- lane Road is due to for 4 lane once the traffic exceeds 15000 PCUs per day. The rational norms for widening from 4 lanes to 6 lanes etc. are also similarly prescribed. The work of actual capacity augmentation, however, depends upon availability of funds and *inter se priority*. The existing norms are not adversely impacting the road network advancement.

Poor response from qualified bidders for tenders floated by NHAI

534. SHRI A. ELAVARASAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state: